but it is high time to take it up with them. Otherwise, it will be too late. The Assam Press, the newspapers and the lobby which is with China, they are all telling that it is coming. So, it is enough for the Minister to take up with the Chinese Ambassador here. Otherwise, it may be too late, because this act of China will create a very serious geographical and other changes in the whole of Assam because the Brahmaputra runs from Arunachal Pradesh up to Guwahati and then it runs over other places. The Minister should not take it as an issue where he does not have any confirmed news. We know that our sources of getting confirmed news is also very poor. So, I would request the Minister to take care of that and not to stand on prestige or be afraid of asking. There is nothing wrong. In diplomacy, we can always ask whether it is correct or not. If it is correct the Minister should take some action and should not leave it at that stage. This is my point of view.

MR. SPEAKER : This is only a point of view. I do not thing there is any question here and I do not think you have to reply.

MR. SPEAKER : Qn. No.352 - Shri G. Venkat Swamy Absent.

WRITTEN ANSWERS TO QUESTIONS

[English]

Rabies Control Programme

*342. SHRI PRADIP BHATTACHARYA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Deaths due to rabies on the rise" as reported in *Statesman* dated November 4, 1996;

(b) if so, whether in the absence of comprehensive rabies control programme, the mortality rate, has been increasing;

(c) whether the Union Government propose to formulate any policy to check deaths due to rabies, and if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRI SALEEM IQBAL SHERVANI) : (a) Yes, Sir.

(b) There is no reliable data to indicate that the mortality rate due to rabies has been increasing. As a rabies control measure, the State Governments in the normal course are procuring their requirements of rabies vaccines from various vaccine production centres.

(c) and (d). Recently, a decision has been taken to start sensitising public representatives, the media and the public about the need for compulsory licensing of dogs, supported by vaccinations and the reduction of the stray dog population in a humane manner as adopted in other countries. The effort is to involve all states in the exercise. The production of anti-rabies vaccine has also been reviewed recently and efforts have been intensified to produce tissue culture based vaccines within the country.

Guidelines for Private Sector

*343. SHRI K.P. SINGH DEO :
SHRI SULTAN SALAHUDDIN OWAISI :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have issued any fresh guidelines to attract private sector investment for developing ports;

(b) if so, the details thereof;

(c) the details of the response of the private sector companies to Government's invitation in this regard; and

(d) the total expenditure incurred so far on modernisation and development of ports in the country?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) to (d). A statement is laid on the Table of the Lok Sabha.

STATEMENT

(a) Yes, Sir.

(b) The Government has issued clear and transparent guidelines for private sector participation in ports in the following areas :-

(1) Leasing out existing assets of the port.

(2) Construction/Creation of additional assets, such as:-

(i) Construction and operation of container terminals.

(ii) Construction and operation of bulk, break bulk, multipurpose and specialised cargo berths.

(iii) Warehousing, Container Freight Stations, Storage facilities and tank farms.

(iv) Cranage/Handling Equipment.

(v) Setting up of captive power plants.

(vi) Dry docking and ship repair facilities.

(3) Leasing of equipment for port handling and leasing of floating crafts from the private sector.

(4) Pilotage.

(5) Captive facilities for port based industries. The salient features of the guidelines are as under :-

(i) The existing legislative framework permits private sector participation in ports.

(ii) Ports will continue to discharge their regulatory role under Major Port Trusts Act, 1963 and will continue to fix the ceiling of tariffs until and independent Regulatory Authority to fix and revise Port tariffs is established. Ports will also take steps to frame regulations consistent with the guidelines in order to enable private sector participation.

(iii) In identified projects to be put out on tender on BOT basis, the feasibility report will be made at the expense of the port, the cost of which will be subsequently recovered from the successful tenderer.

(iv) BOT model will be generally used for private sector participation with the assets reverting free to the port after concession period. Evaluation will be made on the basis of criteria laid down clearly in the tender document and will on the basis of maximum realisation to the port using NPV analysis.

(v) The concession period would be decided upon by the respective Port Trusts in each case with the maximum period not exceeding thirty years.

(vi) The Port will give no guarantee either for financial return or for the traffic which can be expected.

(vii) The tariff will be revised suitably by the competent Authority as & when it is justified on the basis of rise in wages, operational costs, inflation etc.

(viii) Private Sector participation will be on the basis of open competitive bidding.

(ix) The criteria for evaluation in taking on lease equipments/port crafts by Port Trust, and for pilotage will be the least cost to the ports.

(x) There will be no adverse affect on port labour. No retrenchment will be done without the concurrence of labour and only in accordance with Industrial Disputes Act and relevant labour laws of the country.

(xi) There will be total transparency in inviting bids following the two cover system.

(xii) Under certain conditions, Captive facilities would be allowed to Port based industries.

(c) The fresh Guidelines have been issued very recently. Future tenders for private sector participation would be based on these and response of Private Sector can be judged only in due course.

(d) During the 8th Five Year Plan (1992-97) an amount of about Rs.1436 crores has been spent for modernisation and development of Major Ports upto October, 1996.

Height of Sardar Sarovar Dam

*344. SHRI PARASRAM BHARDWAJ : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that the review committee for the Narmada Control Authority has taken a decision to rise the height of the Sardar Sarover Dam to 110 m during the current financial year;

(b) whether State of Madhya Pradesh has also been taken into confidence in this regard; and

(c) if so, details thereof and the details regarding the clearance of all the compensation cases pending with the State Government of Madhya Pradesh?

THE MINISTER OF WATER RESOURCES (SHRI JANESWAR MISHRA) : (a) to (c). The 7th meeting of Review Committee for Narmada Control Authority was held on 13.11.96 to consider, inter-alia, the construction programme of Sardar Sarovar Dam for the year 1996-97. It was attended by the Chief Minister and Deputy Chief Minister of Madhya Pradesh, Chief Minister of Gujarat, Irrigation Minister of Maharashtra (representing Chief Minister) and Home Minister of Rajasthan (Representing Chief Minister) and concerned officials of the Central Ministries and States. It was decided therein that the height of Sardar Sarovar Dam be raised upto EL 110 metres in the spillway portion during 1996-97. In the meantime Resettlement & Rehabilitation measures for the balance affected persons of Madhya Pradesh upto EL 81.5 m would be completed by Gujarat. Madhya Pradesh has agreed to extend all help and cooperation in this regard. After review of the implementation of Resettlement & Rehabilitation measures at EL 81.5 m, similar reviews will be undertaken for every 5 metre height of the dam jointly by the concerned Resettlement & Rehabilitation sub-group and Environment sub-groups comprising representatives of States also so that the construction work could progress *pari passu* with the implementation of Resettlement & Rehabilitation measures in a manner that they are completed in terms of actual shifting of All Project Affected Persons by 31st May, 1997.

At the present dam height EL 81.5 metre, 692 families have been affected in Madhya Pradesh. The compensation for properities getting under submergence of the dam are paid by the states concerned from where the displaced family originates. Out of 692 Project Affected Families (PAFs) at the dam